



# Q&A

## **What is Operation Jump-Start?**

Operation Jump-Start is a bold new initiative that would move the SCAG region forward through accelerated investment in critical infrastructure to improve surface transportation, enhance goods movement and revitalize the Southland's economic condition.

## **What would Operation Jump-Start accomplish?**

The accelerated development of a faster, safer and more efficient transportation infrastructure would firmly position the region as the nation's pre-eminent trade gateway and logistics industry center. It would also generate higher-income jobs, provide congestion relief, improve air quality and enhance the quality of life of Southern Californians.

## **Why is such an ambitious initiative being explored at this time?**

Since the late 1980s, the region's economic base has been deteriorating. Relative to other metropolitan areas, mobility and personal income have been in a steady decline, while poverty and unemployment rates have exceeded national averages. Operation Jump-Start is a regional economic development strategy designed to reverse these trends.

If the region had maintained the economic position it had in the late 1980s, (4<sup>th</sup> in per capita income among major metros), it would be:

- sending \$5.3 billion more tax dollars to Sacramento
- reducing California's budget deficit by 17%

## **What is the strategy?**

Operation Jump-Start uses the energy of trade to develop jobs — construction, manufacturing and transportation jobs — by creating, maintaining and operating three transportation infrastructure projects that enhance regional mobility. Specifically:

1. A dedicated toll truckway system running from the Los Angeles ports to Riverside and San Bernardino counties
2. A capacity improved East-West rail corridor with more tracks, signals, rail yards, and highway-rail grade separations.
3. A high-speed magnetic levitation (Maglev) train system connecting the region's transportation hubs and facilitating the development of a regional airport system

## Why have you selected these projects?

Southern California is facing a crisis in goods movement transportation. Freeway truck volume in 2025 is forecast to be 110% greater than today. Trains on the East-West Corridor, now constrained by a system that is 80% single and double track, will demand seven tracks to run efficiently. Los Angeles International Airport, now operating near capacity, will not be able to handle the projected growth in passengers and air cargo — outlying airports will have to supply the needed extra capacity. The Jump-Start projects addressing these mobility crises are not new: They are elements of the approved SCAG Regional Transportation Plan.

## What is the cost of the proposed transportation investment?

The total estimated cost for all projects is \$26.1 billion:

|  |        |                |
|--|--------|----------------|
| Dedicated Regional Truckways System    |        | \$16.5 billion |
| I – 710                                | \$2.2  |                |
| SR-60                                  | \$4.3  |                |
| I – 15                                 | \$10.0 |                |
| Rail Capacity Improvement              |        | \$3.4 billion  |
| Infrastructure                         | \$1.2  |                |
| Grade Separations                      | \$2.2  |                |
| Maglev Initial Operating Segment (IOS) |        | \$6.2 billion  |

## How will these investments be financed?

Innovative financing methods are key to the execution of all these projects, limiting the need for infusion of public dollars:

1. Trucks using the dedicated toll truckway system will be charged an average toll of \$0.56 per mile. These user fees will back the issuance of tax-exempt revenue bonds. Federal TIFIA (Transportation Infrastructure Finance & Innovation Act) loans will provide additional start-up capital.
2. Freight trains transiting the East-West Corridor will be charged an average fee of \$5.39 per cargo container. These user fees will back the issuance of tax credit bonds.
3. The Initial Operating Segment (IOS) of the Maglev system, West LA to Ontario, will be financed through tax exempt bonds and TIFIA loans.

## What is the expected impact on the regional economy?

Operation Jump-Start will create approximately 370,000 new jobs within the next six years — 62,000 per year — primarily through privately funded investment. These activities translate into an infusion of \$12.6 billion into the regional economy in the form of personal income.

## Where can I get more information?

Check out our web site: [www.scag.ca.gov/jumpstart](http://www.scag.ca.gov/jumpstart)